

## CENTRAL INTELLIGENCE AGENCY

35512

## INFORMATION REPORT

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This is UNEVALUATED

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(FOR KEY SEE REVERSE)

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The Main Administration of Labor Services

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1. The GUTP (Glavno Upravlenie na Trudovata Povinnost; Main Administration of Labor Services) is designated as Podelenie 1300-8. In early 1952, it was attached to the Ministry of Defense. In the fall of 1952 an order was issued which directed the Trudovak officers, who up to this time were wearing their epaulettes below their shoulders, to wear their epaulettes above the shoulders. Also, the shape and size of the epaulettes was altered so as to be similar to those worn by the regular Army. The new epaulettes had white markings on a yellow background. This order was in effect several months until it was replaced in late January or early February 1953 with a new order which directed the lowering of the epaulettes to the former position and the reestablishment of the former shape and type of Trudovak epaulettes. When the last-mentioned order was issued, there was a rumor that the Trudovaks would be transferred to the Ministry of Communal Economy and Public Works. [redacted] this had not yet taken place as of April 1953.

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STATE	X	ARMY	EV	X	NAVY	X	AIR	X	FBI		AEC						
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(Note: Washington Distribution Indicated by "X". Field Distribution by "O".)

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[REDACTED]

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2. [REDACTED] GUTP personalities: 25X1

a. Colonel Pavel Dimov [REDACTED] Chief Director of the Trudovak Service [REDACTED] 25X1

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25X1

b. Colonel Yanko Kaneti, political commander of the GUTP [REDACTED] 25X1

25X1

c. Colonel Stanchev (fnu), Chief of Supply of the GUTP.

3. Trudovak Brigades in Bulgaria are located as follows:

- a. The 1 Sofia Trudovak Brigade;
- b. The 2 Sofia Trudovak Brigade;
- c. The Pleven Trudovak Brigade;
- d. The Vidin Trudovak Brigade; formed in early 1952;
- e. The Ruse Trudovak Brigade;
- f. The Tŭrnovo Trudovak Brigade;
- g. The Varna (now Stalin) Trudovak Brigade;
- h. The Shumen (now Kolarovgrad) Trudovak Brigade;
- i. The Burgas Trudovak Brigade;
- j. The Stara Zagora Trudovak Brigade; and
- k. The Plovdiv Trudovak Brigade.

The Varna (now Stalin) Trudovak Brigade

4. Informant stated that in late April 1953 the Varna Trudovak Brigade and a Trudovak battalion subordinate to the Burgas Trudovak Brigade were in Varna.

5. The Varna Trudovak Brigade, Podelenie 24-00, was organized in 1950. The staff personnel of the brigade live in the barracks located in Mikhail Ivanov (formerly Troshevo) Quarter of Varna. The staff complement consists of 30 Trudovak officers.

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25X1

a. Lieutenant Colonel Stoyanchev [REDACTED] 25X1

b. Captain Balabanov (fnu) [REDACTED]

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25X1

c. Captain Zhechev (fnu) [REDACTED]

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d. Major Petrov (fnu)

25X1

e. Major Tsekov (fnu)

f. Captain Ivan Stankov (or Stanko Ivanov)

g. Captain Rusev (fnu)

25X1

h. Senior Lieutenant Dimitrov (fnu)

i. Lieutenant Tyurnov (fnu)

j. Senior Lieutenant Penev (fnu)

k. Lieutenant Slavov (fnu)

l. Major Venkov (fnu)

6. The following companies were assigned to the Varna Trudovak Brigade headquarters:

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a. The Service Company;

b. The Transportation Company; and

c. The Technical Company.

7. The Trudovak Service Company, Podelenie 25-70, subordinate to the Varna Trudovak Brigade, originally consisted of 300 Trudovaks, but, in March 1953, its complement was reduced to 50 men and the others were assigned to various units of the brigade where they took part in the construction of installations and projects. However, they were still members of the service company. The command staff of this company consists of five officers and three senior sergeants

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a. Senior Lieutenant Nikolov (fnu)

b. Lieutenant Grigorov (fnu)

This company has built new buildings in the barracks area of the brigade in Varna. In addition to this, the company does all the duties normally carried out by a service company. The company is equipped with six wagons and 12 horses.

25X1

8. The Trudovak Transportation Company, subordinate to the Varna Trudovak Brigade, and having Podelenie 25-80, originally consisted of 100 men but, in March 1953, its complement was reduced to 20-30 men and the others were sent to various work projects. The command staff consisted of three officers and one sergeant major.

25X1

Senior Lieutenant Sirkov (fnu) [redacted] company commander [redacted]

25X1

[redacted] The motor-vehicles of the brigade are assigned to this company; they consist of:

25X1

- a. 60 Ren trucks, 25 of which are in operation and the remainder under repair;
- b. Six or seven Opel trucks, all in operation;
- c. One Man truck, in operation;
- d. Four ZIS-5 trucks, in operation;
- e. One Jeep, in operation;
- f. One BMV 750-cubic centimeter motorcycle, in operation; and
- g. One light Mercedes car, damaged.

25X1

Informant states that there are always 30 trucks under repair, on an average. The drivers were chiefly civilians and only about 10 were Trudovaks. The remainder of the complement of the transportation company consisted of administrative personnel. The 40 Trudovaks who loaded and unloaded the trucks were assigned either to the transportation company or to other units of the brigade. Informant states that the reason for the small number of Trudovaks in this group was that a large number of the vehicles was always under repair.

9. The Trudovak Technical Company, Podelenie 24-20, subordinate to the Varna Trudovak Brigade, was originally composed of approximately 130 men but, in March 1953, its complement was reduced to 50 men and the others were sent to projects and assigned to other units of the brigade. Only the automobile mechanic remained in the company, and civilians were called on when needed. The command staff consisted of three officers. Senior Lieutenant Paskov (fnu)

25X1

25X1

25X1

[redacted] following his orders about 12 Trudovaks were tried and sentenced because of minor violations. This company works only on the repairs of brigade motor trucks. Prior to March 1953, Trudovaks working on all types of machinery, including concrete mixers and electric machinery, were assigned to this company. The repair workshop was located in the brigade barracks area and was equipped with two lathes, a milling machine, and a machine for grinding valves.

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10. In 1951, the Varna Trudovak Brigade was composed of approximately 6,000 men. However, by March 1953, the number had gradually been reduced to not more than 5,500 men, and consisted of three Trudovak battalions (the 1, 2, and 3 Battalions).
11. The 1 Trudovak Battalion, Podelenie 24-40, subordinate to the Varna Trudovak Brigade, consists of approximately 1,600 men. Formerly, the headquarters was located in the library in the Asparukhovo Quarter of Varna. When Trudovak Battalion, Podelenie 24-80 moved, the headquarters moved into its old location, a former tavern in the center of the quarter on the west side of the Varna-Burgas highway. The library was made into an office for Soviet specialists. The following six officers are attached to the headquarters:
- a. Captain Chinkov (fnu) [redacted] 25X1  
[redacted] 25X1  
[redacted] 25X1
  - b. Captain Zvezdov (fnu) [redacted] 25X1  
[redacted] 25X1
  - c. Senior Lieutenant Kirkov (fnu) [redacted] 25X1  
[redacted] 25X1
  - d. Senior Lieutenant Dimitrov (fnu) [redacted] 25X1  
[redacted] 25X1  
[redacted] 25X1
  - e. Senior Lieutenant Venetsko Nikolov [redacted] 25X1  
[redacted] 25X1
  - f. Junior Lieutenant Panov (fnu) [redacted] 25X1  
[redacted] 25X1
- The 1 Trudovak Battalion is equipped with four horse-drawn wagons and two oxen-drawn carts (each of the other battalions of the brigades also has this same number). Two or three trucks are dispatched daily to this battalion by the brigade headquarters. 25X1
12. The 1 Trudovak Battalion, Podelenie 24-40, is composed of three Trudovak companies, as follows:
- a. The 1 Trudovak Company, Podelenie 24-50;
  - b. The 2 Trudovak Company, Podelenie 24-60; and
  - c. The 3 Trudovak Company, Podelenie 24-70.
13. The 1 Trudovak Company, Podelenie 24-50, subordinate to 1 Trudovak Battalion, Podelenie 24-40, is commanded by Senior Lieutenant Slavkov (fnu) [redacted] 25X1  
[redacted] 25X1  
[redacted] 25X1  
as of 20 April 1953, the company was working on Project 586--Varna, where the men were occupied mainly with loading on cars and unloading from trains the construction materials for the project; they had been working here since early 1953; prior

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25X1

to this time, the company worked in a stone quarry near the village of Chernevo (N 43-18, E 27-36; formerly Sratsimir), Varna Okoliya. At this time, it was probably a repair company.

14. The 2 Trudovak Company, Podelenie 24-60, subordinate to 1 Trudovak Battalion, Podelenie 24-40, is commanded by Senior Lieutenant Kolaylukov (fnu) [redacted] 25X1  
he held this position until March 1953 when he was transferred as supply officer to Trudovak Battalion, Podelenie 24-80. [redacted] 25X1

[redacted] The company worked on the special projects near Asparukhovo until December 1952, when it was transferred to work on Project No 586. As of late April 1953, the company was still working on this project. Its work consisted chiefly of the construction of living quarters and of digging. 25X1

15. The 3 Trudovak Company, Podelenie 24-70, subordinate to 1 Trudovak Battalion, Podelenie 24-40, is commanded by Senior Lieutenant Ivanov (fnu) [redacted] 25X1

[redacted] he held 25X1  
this position until March 1953, at which time he was transferred to brigade headquarters. This company worked on the special projects near Asparukhovo until December 1952, then it was transferred to work on Project No. 586 for the building of the residential units.

16. The 2 Trudovak Battalion, Podelenie 24-80, strength about 1,400 Trudovaks, has its headquarters on the first floor of a building at 7 Aleksandur Dyakovich Street in Varna. The battalion headquarters were located in the Asparukhovo Quarter of Varna until November 1952 (when they moved to Varna), in a building which is now occupied by the headquarters of Trudovak Battalion, Podelenie 24-40. The following seven officers work in battalion headquarters: 25X1

- a. Captain Iliya Trifonov [redacted] 25X1

- b. Senior Lieutenant Dimitrov (fnu) [redacted] 25X1

[redacted] his predecessors as political commander of the brigade in 1952 were as follows: 25X1

- (1) Senior Lieutenant Dimitrov (fnu) [redacted]

- (2) Senior Lieutenant Ivanov (fnu) [redacted]

- (3) Senior Lieutenant Dimitrov (fnu) [redacted]

- c. Senior Lieutenant Kuncho Milanov [redacted]

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25X1

d. Senior Lieutenant Kolaylukov (fnu)

25X1

e. Senior Lieutenant Khadzhidimitrov (fnu)

25X1

f. Senior Lieutenant Kunchev

25X1

g. Lieutenant Slavov (fnu)

25X1

17. The 2 Trudovak Battalion, Podelenie 24-80 has the same transportation facilities as 1 Trudovak Battalion, Podelenie 24-40. It is composed of three Trudovak companies, as follows:

- a. The 1 Trudovak Company, Podelenie 24-90;
- b. The 2 Trudovak Company, Podelenie 25-00; and
- c. The 3 Trudovak Company, Podelenie 25-10.

18. The 1 Trudovak Company, Podelenie 24-90, subordinate to 2 Trudovak Battalion, Podelenie 24-80, is commanded by Senior Lieutenant Marinov (fnu)

25X1

The company consists of about 450-500 Trudovaks. In the fall of 1952, this company worked on the construction of a concrete runway at Balchik airfield; a portion of the company worked on the special projects near Asparukhovo. After the completion of the runway at the Balchik airfield, the entire company was assigned to work on Project No. 586.

19. The 2 Trudovak Company, Podelenie 25-00, subordinate to 2 Trudovak Battalion, Podelenie 24-80, consists of approximately 400 Trudovaks under the command of three officers, three sergeants, and one sergeant major.

25X1

a. Captain Lalyu Stanchev

company commander:

25X1

25X1

b. Lieutenant Grigorov (fnu)

since March 1953; political commander

25X1

25X1

Until the fall of 1951, the company worked on the construction of new barracks for naval forces near Asparukhovo Bridge on the canal. In early 1952, the company was transferred to work on the special projects near Asparukhovo.

25X1

this company will be later transferred to Project No. 586.

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20. The 3 Trudovak Company, Podelenie 25-10, subordinate to 2 Trudovak Battalion, Podelenie 24-80, has a strength of approximately 400 Trudovaks. Informant knew of the following officers in this company:

a. Senior Lieutenant Petrov (fnu), company commander;

25X1

b. Lieutenant Penev (fnu) political commander of the company

The company worked on the following projects until March 1952:

- Construction of additional buildings in the naval arsenal between Chayka airfield and the village of Zvezditsa (N 43-10, E 27-50), Varna Okoliya;
- Construction of new naval barracks at the point where the Asparukhovo-Chayka highway branches towards the naval arsenal; and
- Construction of new buildings in the naval barracks area located in the old German "Sokol" camp, south of the Asparukhovo-Chayka highway.

In March 1952, the company was transferred to work on special projects near Asparukhovo. One of its platoons and Trudovak Company, Podelenie 25-10A were sent to Dolni Chiflik, Varna Okoliya, to construct new barracks. At the end of 1952 this platoon completed its work and was assigned to the 3 Trudovak Company, Podelenie 25-10. In early 1953 this entire company was assigned to work on Project No. 586, while the completion of the project in Dolni Chiflik was undertaken by the Shumen Trudovak Brigade.

21. The 3 Trudovak Battalion, Podelenie 25-20, has its headquarters in Dobrich (now Tolbukhin).

25X1

it is larger than either of the other two battalions which are subordinate to the Varna Trudovak Brigade, Podelenie 24-00.

member of the command personnel in this battalion: Senior Lieutenant Marinov

25X1

25X1

Podelenie 24-80. It has three Trudovak companies, as follows:

- The 1 Trudovak Company, Podelenie 25-30;
- The 2 Trudovak Company, Podelenie 25-40; and
- The 3 Trudovak Company, Podelenie 25-50.

the three companies were assigned to work in Dobrich and were attached to the Air Force. In 1952, these companies were building new hangars for jet aircraft at Dobrich Airfield. The battalion has been working on this airfield since the formation of the Trudovak Brigade (in 1950) which had constructed a new highway between Dobrich and Dobrich Airfield and later built concrete runways at the airfield.

25X1

Trudovak Battalion, Podelenie 33-80, from the Burgas Trudovak Brigade

22. In the fall of 1952 Trudovak Battalion, Podelenie 33-80, subordinate to the Burgas Trudovak Brigade, was assigned to the Karnobat (now Polyanovgrad) Trudovak Brigade. Later the Karnobat Trudovak Brigade was combined with the Burgas Trudovak Brigade and thus the Trudovak Battalion, Podelenie 33-80, became a part of the Burgas Trudovak Brigade.

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23. Trudovak Battalion, Podelenie 33-80, consists of three Trudovak companies and is commanded by Captain Pürmakliev (fmu)

25X1

25X1

25X1

This battalion has been engaged in the construction of reinforced earthworks such as trenches, bunkers, pillboxes, etc., on the Shabla-Balchik line. Some of the battalion personnel have participated in the construction of reinforced earthworks near Aksakovo (N 43-15, E 27-48), Varna Okoliya.

24. Battalion staff personnel live on the first floor of a large building located on Drin Street in Varna. The battalion infirmary is also located in this building.

25. In April 1953, the battalion's warehouse for wood construction materials contained approximately 2,000 cubic meters of lumber, chiefly pine. This warehouse is located approximately 200 meters southwest of the Varna railroad station, about 70-80 meters north of the "Chervena Zvezda" Weaving and Spinning Mills, and directly north of the State Supply Warehouse in Varna. This lumber was stored in the open and was covered with planks. Informant stated that at least 1,000 cubic meters of lumber, chiefly pine, is stored in State Supply warehouses which are primitive wooden sheds. Construction materials stored in these sheds were used by the following:

- a. The Naval Construction Section, in Varna;
- b. The Construction Association, in Varna;
- c. Road Construction, in Varna; and
- d. Military and Trudovak units, in Varna.

In 1953, the State Supply (Dürzhavnoto Snabdyavane) was renamed the UDSDR "Dürvoplasiment"

25X1

26. Trudovak Battalion, Podelenie 33-80, does not own any motor transportation vehicles but uses UAT (Upravlenie Avtomobiln Transport; Automobile Transport Administration) and SOAT (Süyuz na Obshtiya Avtomobiln Transport; General Automobile Transportation Union) trucks which are supplied periodically by plan and upon the submitting of applications.

#### The Turnovo Trudovak Brigade

27. Klisura Battalion of the Turnovo Trudovak Brigade. This battalion had its headquarters in Klisura (N 42-42, E 24-27) and consisted of approximately 2,000 Trudovaks who were used for the work of excavation of the Koznitsa Tunnel and in the laying of a railroad. The battalion was composed of four Trudovak companies, as follows:

25X1

- a. The 1 Trudovak Company, Podelenie 56-20;
- b. The 2 Trudovak Company, Podelenie 56-21;
- c. The 3 Trudovak Company, Podelenie 56-22; and
- d. The 4 Trudovak Company, Podelenie 56-23.

28. The 1 Trudovak Company, Podelenie 56-20, worked in the excavation at the east entrance to the tunnel, in the direction of Klisura.

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25X1

29. The 2 Trudovak Company, Podelenie 56-21, worked on the excavation from the west entrance to the tunnel, in the direction of Pirdop (N 42-42, # 24-11).
30. The 3 Trudovak Company, Podelenie 56-22, worked on the excavation of the west entrance to the tunnel. Its company commander was Senior Lieutenant Lachkov (fnu) [redacted] 25X1
31. The 4 Trudovak Company, Podelenie 56-23, strength 650-700 men, was a disciplinary company composed of Trudovaks who had been found guilty of misdemeanors. In the fall of 1951, this company ceased to be a disciplinary company and became known as a company from the Stara Zagora Trudovak Brigade working in the stone quarry near the village of Uzundzhovo (N 41-58, E 25-40), Khaskovo Okoliya. In January 1953, this company became known as the company from the Varna Trudovak Brigade working in the stone quarry near the village of Chernevo, Varna Okoliya. Originally, disciplinary companies were assigned directly to the GUTP; however, for purposes of supplies, these companies were attached to any Trudovak brigade in Bulgaria. Trudovak Company, Podelenie 56-23 worked outside the tunnel of Koznitsa, laying railroad tracks. [redacted] personnel in this company 25X1
- a. Senior Lieutenant Tsenov (fnu) [redacted] company commander [redacted] 25X1  
[redacted] 25X1
- b. Lieutenant Radev (fnu) [redacted] political commander of the company [redacted] 25X1  
[redacted] 25X1  
[redacted] 25X1
- c. Junior Lieutenant Pirdopski (fnu) [redacted] commander of 3 25X1  
Platoon of the company [redacted] 25X1  
[redacted] 25X1
- d. Senior Lieutenant Toshkov (fnu) [redacted] platoon leader of 5 Platoon of 25X1  
the company [redacted] 25X1  
[redacted] 25X1

Bridges in the Vicinity of the Koznitsa Tunnel

32. [redacted] in November 1951, following the completion of the tunnel-- 25X1  
including its facing--cracks appeared in two places. It was said that these cracks were caused by subterranean waters.
33. [redacted] bridges located at both ends of the tunnel; 25X1
- a. A railroad bridge of reinforced concrete construction, 40 meters long, located 400 meters to the west of the tunnel; it is set on two pillars, spans the Topolnitsa River, and is about 15 meters above the water;
- b. A large bridge about 80-90 meters long, located approximately 100 meters west of the bridge mentioned above; this bridge has a reinforced concrete roadway and sides, crosses the Topolnitsa River, is 15 meters high, and is supported by six stone pillars; and
- c. East of the Koznitsa tunnel, toward Klisura, there are three small railroad tunnels about 250-300 meters long; the train leaving Koznitsa passes on level ground for about 100 meters, then enters the first of the three tunnels; on leaving the third tunnel, the train approaches Klisura; the first and second tunnels and the second and third tunnels are connected by bridges, as follows:

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- (1) The bridge connecting the exit of the first tunnel with the entrance of the second tunnel is about 110 meters long and 10 meters high; it is supported by nine stone pillars, spans an unidentified stream and the Klisura-Pirdop highway; its roadway and sides are of reinforced concrete construction; and
- (2) The bridge connecting the second and third tunnels has the same construction characteristics as the bridge above; it is about 60 meters long and 10 meters high; it spans an unidentified brook.

 25X1

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